(B) Vacancies of teaching staff (Region-Wise) in K.V.S. (As on 31.03.1996)

S.No.	REGION	PGT	TGT	PRT	MISC.
1	2	3	4	5	6
1.	Ahmedabad	21	50	41	58
2.	Bangalore	09	58	62	65
3.	Bhopal	11	63	17	46
4.	Bhubeneshwar	18	57	35	58
5.	Bombay	04	82	82	57
6.	Calcutta	26	49	37	43
7.	Chandigarh	20	58	27	94
8.	Dehradun	17	17	17	17
9.	Delhi	−03*	81	−15*	19
10.	Guwahati	29	36	45	65
11.	Gwalior	10	20	10	19
12.	Hyderabad	—	54	46	49
13.	Jabalpur	11	57	35	49
14.	Jaipur	15	87	51	64
15.	Jammu	30	51	32	26
16.	Lucknow	−03*	05	04	29
17.	Madras	05	11	07	20
18.	Patna	07	19	41	59
19.	Silchar	34	78	70	46
	Total	261	933	644	917

*– ve figures shows surplus position of staff over and above staff sanctioned.

Improvement of Vijayawada-Nellore Railway track

3291. SHRI V. HANUMANTHA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) the prospects for improving the solidity and stability of the railway track on the Vijayawada-Nellore section;

(b) whether it is a fact that frequent derailments take place on this section;

(c) if so, the reaction of the Railways thereon;

(d) whether there is a proposal to slowdown the speed of the trains on this section; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) To improve the solidity and stability, 63.33 kms. of track between Vijayawada and Nellore has been renewed in 1995-96 and further 4.10 kms. of track renewals are included in the current year's Works Programme. Some other works like Deep Screening and Formation treatment are being done regularly for strengthening of this section.

(b) No, Sir.

(c) Does not arise.

(d) No, Sir.

(e) Does not arise.

महिलाओं के लाभ के लिए योजनायें

*3292. **श्री चिमनभाई हरिभाई शुक्ल:** क्या मानव संसाधन विकास मंत्री यह बताने की कृपा करेंगे कि:

(क) अक्तूबर, 1995 तक गुजरात में महिलाओं के लाभ के लिए कितनी योजनायें कार्यान्वित की गई;

(ख) अक्तूबर, 1995 तक सौराष्ट्र के कच्छ क्षेत्र में इन योजनाओं से योजना-वार कितनी महिलाओं को लाभ पहुंचा; और

(ग) सौराष्ट्र के कच्छ क्षेत्र में इनमें से कितनी योजनायें महिलाओं और बच्चों के विकास के लिए प्रत्यक्षतः कार्यान्वित की जायेंगी?

मानव संसाधन विकास मंत्री (श्री एस० आर० बोम्मई): (क) से (ग) सूचना एकत्र की जा रही है और सदन के पटल पर प्रस्तुत कर दी जायेगी।

Rail accidents during last six months

3293. SHRI IQBAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of accidents occurred in the North-Eastern and other Railway Zones during the last six months;

(b) the causes thereof;

(c) the number of persons killed and injured in these accidents;

(d) whether any compensation has been paid to the relatives of the deceased;

(e) if so, the details thereof;

(f) the action taken against the officials found guilty for these accidents; and

(g) the steps taken or proposed to be taken to check recurrence of such accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The number of consequential train accidents on the North Eastern Railway and other railway zones during February-July 1996 is as under:—

Zone	Number
North Eastern	12
Central	20
Eastern	18
Northern	30
Northeast Frontier	15
Southern	25
South Central	26
South Eastern	39
Western	30
Total:	215

(b) The broad causes of these accidents were human failure, equipment failure, sabotage and incidental factors, etc.

(c) 211 persons lost their lives and 251 sustained injuries in these accidents.

(d) and (e) No compensation has so far been paid. Compensation will be paid soon after the claims are decreed by the concerned Benches of Railway Claims Tribunal.

(f) Suitable action under Discipline and Appeal Rules has been taken against the staff held responsible.

(g) The steps taken to check the accidents are as under:

1. The work of track circuiting has been accelerated on the trunk routes and important main lines.

2. Signalling circuitry is being changed to prevent home signal from being lowered till the starter and the advance starter, lowered for the previous train, have been put back to 'ON' position.

3. Auxiliary warning system for giving advance warning about signals at danger to driver of the running train and stopping the train if the driver does not respond within the predetermined time interval has already been commissioned on Bombay sub-urban section.

4. Upgradation of track structure has been done by using heavier rails and concrete sleepers.

5. The track is maintained by Tie Tamping and ballast cleaning machines. Track is also now being